

IBAC UPDATE

The Official Newsletter of the International Business Aviation Council

Update 04-3, September 2004

“The recognized forum for leveraging strengths of Members to enhance the safety, acceptance and economic contribution of business aviation globally.”

Business Aviation Develops Consolidated Position on EASA Essential Requirements

Through a Notice of Proposed Amendment (NPA), the European Aviation Safety Agency (EASA) requested comments on draft Essential Requirements for pilot licensing and air operations for Europe. The Essential Requirements are proposed to form additional annexes to the Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002, which establishes EASA and provides for the regulation of civil aviation in Europe. The Essential Requirements form safety objectives for civil aviation. IBAC and

Member Associations met in June at Le Bourget Airport to develop a consolidated business aviation response. On the second day of the meeting, Claude Probst, Director of Rulemaking for EASA, met with the group to discuss his vision for the process being undertaken. The business aviation community is strongly encouraging EASA to use industry safety standards as a basis for implementing rules for the new European aviation safety framework. The industry has built an excellent safety record through use of high standards.

New CEOs at NBAA and EBAA

Donald Baldwin, Chairman of the National Business Aviation Association announced that **Ed Bolen** has been appointed President and CEO of the US business aviation organization. Ed Bolen is the previous President of the General Aviation Manufacturers Association (GAMA). Bolen brings to NBAA a wealth of policy experience and record of effectiveness in working with high-ranking Federal agency officials on matters related to the aviation industry.



Ed Bolen, left, takes over as President and CEO at NBAA

Brian Humphries (below) moves to CEO of EBAA



On the other side of the Atlantic, **Brian Humphries** is to take on the Chief executive role at the European Business Aviation Association (EBAA) on November 1, when he steps down from his position as Aviation Manager for Shell Aircraft. Mr. Humphries has served as Chairman of the organization for many years. He succeeds Fernand Francois who has been CEO at EBAA for the past 12 years. See other ap-

pointments at business aviation associations on page 3.



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Special points of interest:

New initiatives important to business aviation access.

What's New at ICAO

ICAO Assembly to Consider Fractional Ownership

The ICAO Assembly will be held in Montreal commencing on September 28. IBAC has submitted a Working Paper on fractional ownership, seeking a global study targeted at development of a mechanism for determining the definition of operations to be considered as either commercial or non-commercial. The lack of harmonized policy and rules with respect to fractional ownership operations is having a negative impact on the freedom of business aviation access in international operations.

“Age 60 Rule”misinterpretations persist!

IBAC and its Member Associations regularly receive enquiries for advice and guidance regarding rules and regulations. Some items are perennial and others can become topical. The catalysts for such enquiries can range from regulatory enforcement action, justified and, occasionally otherwise, to rumor and finally, to widely read trade magazine articles in which the author inadvertently perpetuates an incorrect interpretation of rules and regulations. Such was recently the case when a trade magazine published an article on the so-called “Age 60” rule, which lead many readers to conclude that there is an age limit of 60 for the pilot-in-command of an aircraft engaged in an international general aviation (i.e. non-commercial) operation.

The relevant ICAO Standard is in Annex 1 at paragraph 2.1.10

" A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in-command of an aircraft engaged in international air services or non-scheduled international air transport operations for remuneration or hire if the license holders have attained their 60th birthday".

Therefore, if you are operating as pilot-in-command of a non-commercial flight the “Age 60” provision does not apply.

It is on occasions like this that IBAC and its Members are appreciative of being in a position to cite a well-drafted ICAO provision which, in our opinion, is clear.

Industry Committee Works With ECAC on Fractional Ownership

A joint committee consisting of business aircraft operating associations and general aviation manufacturers is developing a position on fractional ownership to be submitted to a Task Force established by the European Civil Aviation Conference (ECAC) in an effort to develop a uniform European position on the treatment of fractional ownership. The Committee is being co-chaired by **Robert Blouin** of the National Business Aviation Association and **Brian Humphries** of the European Business Aviation Association. The EBAA is encouraging ECAC to develop an interim position and then support any decision made by an ICAO study.

“ The business aviation community is resolved to assume an active role in the evolution of the aviation system and to help in the design of the system for the 21st century.”

JAA Advises that Work on JAR OPS 0 and 2 Will Continue

Although indications were that further work on JAR OPS 0 and 2 was to be suspended, the Joint Aviation Authorities (JAA) confirms that the goal is to finish the draft rules up to the point of issue of the Notice of Amendment. Plans to have the revised JAR OPS 0 and 2 ready for the Operations Sectorial Team (OST) meeting in September have slipped due to some uncertainty related to the EASA Essential Requirements NPA. However the OST Chair advises that the JAA plans to continue development work and outstanding issues will be addressed at the next OST meeting. The business aviation community is strongly recommending that the rules be finalized so that they can be considered as the basis for implementing rules in the EASA regulatory framework. However, some problems with the current draft JAR OPS 0 and 2 continue and business aviation representatives will be working with the OST and AWGAS to encourage corrections prior to finalization.

Airport Facility Security Guidelines to be Drafted

A workgroup consisting of business aircraft operators and operators of airport facilities that serve business aviation met at the end of August to develop model guidelines for the security of general aviation facilities at airports around the world. The guidelines will be used by member associations' operators to encourage high standards of security for Fixed Base Operators and business aviation facilities.

The project is a joint effort by IBAC and the International Aircraft Owners and Pilots Association (IAOPA) and is partly responsive to the recommendations made to the ICAO Security Panel to incorporate realistic and effective standards for general aviation operations. The model Security Programme for General Aviation Facilities at airports is intended to be added to the ICAO Aviation Security Manual.

IBAC and IAOPA continue to encourage the Aviation Security Panel to adopt recommendations made for the amendment of Annex 17, the ICAO Standards and Recommended Practices for Security.

Many Changes in IBAC Member Associations

Boards of Directors of many of the IBAC Member Associations have announced changes in their representation on the IBAC Governing Board.

CBAA

The Canadian Business Aviation Association (CBAA) Board appointed **Leonard (Len) Giacomelli** (right), Past Chairman of CBAA, to be the Member on IBAC's Governing Board. **Gordon Berturelli** has been named the alternate.



Mark Warrington takes over as CBAA's new Chairman.

BAUA

John Batty, Executive Director of the Business Aircraft Users Association (BAUA), announced the merger of BAUA and the General Aviation Manufacturers and Trade Association (GAMTA). BAUA and GAMTA will form separate arms of a new amalgamated organization, both of which will report to a common Board of Directors. **Terry Yeomans** will remain the new organization's Member on the IBAC Governing Board and John Batty will remain as the member of the IBAC Planning and Operations Committee (POC).

NBAA

At its June Board meeting NBAA named **Durwood Heinrich** to be IBAC Chairman, **Paul Stinebring's** Alternate on the IBAC GB. Mr. Heinrich (photo on right), a member of NBAA Board of Directors, is also that organization's liaison to NBAA's International Operators Committee and a member of the Association's Membership & Strategic Review Committee.



EBAA

Dr. Rodolfo Baviera, Chairman of the Italian Business Aviation Association (IBAA), takes on an additional role as EBAA Chairman when Brian Humphries steps over to his new position (see page 1).

EBACE Continues to Grow

The 2004 European Business Aviation Conference and Exhibition (EBACE) held at Geneva Palexpo Conference Centre, May 25-27, marked a remarkable continuation of growth and success of the

Joint Committee on CNS/ATM Starts Work

ICAO's decision to develop, on a priority basis, detailed implementation plans for CNS/ATM, was the stimulus needed for business aviation to launch a study of business aviation input to the global plan for new technology and air traffic procedures for the future. IBAC and the General Aviation Manufacturers Association (GAMA) have created a joint operator/manufacturer committee to develop the business aviation input. The Joint Committee met for the first time August 19 and 20 and agreement was reached on the members, advisors and a work plan. The target for completion is April 29, 2005. **Victor Nagowski** of ARINC has been named project manager. A steering committee will be co-chaired by IBAC and GAMA.

Background of CNS/ATM

In the 1980s, ICAO, Member States, service providers and the user community started work on development of a new plan for managing the world's airspace and navigation systems, taking into account the emerging technologies. It was recognized that the existing approach to provision of air traffic services and aircraft navigation were limiting capacity and efficiency.

The task of exploring a new dynamic was assigned in 1983 to an ICAO Special Committee on the Future Air Navigation System (FANS), in which IBAC participated. The FANS work culminated in the ICAO 10th Air Navigation Conference in 1991, where the FANS concept was endorsed.

Following acceptance by the ICAO Council, FANS was subsequently renamed the Communications, Navigation, Surveillance/ Air Traffic Management (CNS/ATM) concept. Implementation of CNS/ATM was initially planned through a 'Global Co-ordinated Plan for transition to ICAO CNS/ATM Systems'. Later, with maturation of the concept, a Global Air Navigation Plan for CNS/ATM was developed. In the intervening years it became evident that in order to ensure better use of CNS/ATM technologies and to ensure coordinated implementation, an Operational Concept was needed. The ICAO Air Traffic Management Operational Concept Panel (ATMCP) was formed to develop the Operational Concept, which was produced and then sanctioned by the 11th Air Navigation Conference held in September 30, 2003. Work is continuing on development of Standards and Recommended Practices.



Above—EASA Secretary General **Patrick Goudou** cuts ribbon at opening of EBACE2004.

only major business aviation conference in Europe. EBACE2004 had nearly 6000 attendees including EC President, Mr. **Romano Prodi**. This number is up by over 8% over last year's previous record. On May 27, Romano Prodi, President of the European Commission, toured the EBACE exhibition hall and boarded several aircraft in the Static Display, paying particular attention to European aircraft and products.



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Asia's First Business Aviation Regional Forum Held in Hong Kong

The National Business Aviation Association (NBAA) sponsored an Asian Regional Forum in July at the Hong Kong Business Aviation Centre at the Hong Kong International Airport (HKG). Even a typhoon couldn't dampen the high spirits generated by the successful exhibits and well-attended information exchanges. It also served to kick off NBAA's new Asian Business Aviation Conference & Exhibition (ABACE), which will debut next summer in Shanghai, August 9 – 11, 2005.



A forum of representatives of the Business Aviation Associations and operators discussed many issues impacting the industry in Asia.

Asia Business Aviation Association Meets at ABACE 2004

A meeting of key members of the Asia Business Aviation Association (AsBAA) Board of Directors resulted in a renewed commitment to strong business aviation representation in the

Asia-Pacific region. Nominations were accepted for new Association Executives with elections to be held in the fall of 2004. AsBAA has members from most States in the Asia Pacific Region.

IS-BAO Workshops

Five IS-BAO Workshops have been completed to date in 2004. The following additional IS-BAO Workshops are planned:

Washington, August 23—NBAA Offices, 1200 18th St., NW Washington, DC
Van Nuys, California, September 21, 2004 -Airtel Plaza Hotel
Dallas Texas, November 19, 2004- Jet Aviation Dallas
2005 Workshops will be posted before the end of the year.

IBAC Calendar of Upcoming Events

FBO Security Workshop, Washington, Aug 31– Sept 1, 2004

EBAA Regional Forum, Biggin Hill, September 10, 2004

ABAA Annual Convention, Sunshine Coast QLD, September 15, 2004

ICAO Assembly, Montreal, September 28—October 8, 2004

IS-BAO Standards Board (ISB/5), Las Vegas, October 11, 2004

NBAA 57th Annual Meeting and Convention, Las Vegas, Oct 12-14, 2004

IBAC Governing Board (GB/40), Las Vegas, October 15, 2004

CNS/ATM Joint Committee Meeting, Annapolis, November 8-10, 2004

IBAC Planning and Operations Committee, Genoa, November 22-24, 2004

CNS/ATM Joint Committee, Brussels, January 18-20, 2005

NBAA International Operators Conference, Colorado Springs, March 21-24, 2005